



CITY OF LINCOLN NEBRASKA 2004 - 2005 ANNUAL OPERATING BUDGET

Mayor's Recommended

2004-2005 BUDGET SUMMARY (Tax funds only)

Where the money comes from:

Sales tax	43%	\$54,628,325
Property tax	29%	\$35,988,578
Occupation tax	7%	\$9,192,053
Appropriated balances	6%	\$6,998,391
Fees and other revenue	15%	\$19,047,524

TOTAL REVENUES: \$125,853,871



Where the money goes:

Police	25%	\$32,433,110
Fire	18%	\$22,324,952
Transfers	13%	\$15,989,640
Parks and Recreation	10%	\$13,054,547
Libraries	6%	\$7,320,914
Debt service	5%	\$6,042,451
CIP	2%	\$1,924,000
Other departments	21%	\$26,764,257

TOTAL EXPENDITURES: \$125,853,871

4 percent increase over 2003-2004 budget of \$120,954,757



Monday, Aug. 9

The City Council holds a public hearing on the proposed budget at 5:30 p.m.

Wednesday, Aug. 11

The City Council votes on changes to the Mayor's recommended budget at 9 a.m.

Monday, Aug. 23

The City Council adopts the budget at 1:30 p.m.



The City Council will hold a public hearing and adopt the final tax rate prior to October 15.

These meetings are in the City Council Chambers, first floor of the County-City Building, 555 S. 10th Street.



Dear Citizens of Lincoln,

My first year as Mayor has been filled with accomplishments and challenges. I feel very positive about our community's future and am excited to come to work each day. I am deeply committed to improving the City.

During the past year, we worked together to explore how Lincoln manages growth while maintaining existing City streets, sidewalks and services. We took steps to regulate flood plains in new areas so we don't repeat problems. We also acted to further separate alcohol sales from neighborhoods.

In the past year, we cut the City property tax rate while adding police officers, expanding bus service and beginning the process of updating fire equipment. City government became more efficient. The Antelope Valley Project is moving ahead, and the City is taking solid steps toward providing new streets, water and sewer infrastructure.

I will continue to pursue the financing we need to maintain our existing infrastructure and also support an expanding, growing community. We must meet the need for infrastructure and keep up with the growing demand for public services, but we must be mindful of the cost. This balance is important to protect Lincoln's outstanding quality of life and to attract new jobs. I expect this task will continue to dominate the public agenda through the new fiscal year.

I have worked with the Lincoln City Council in setting the priorities outlined in this proposed budget. The priorities are reflected in the balanced budget I presented — a budget that preserves Lincoln's most popular public services while holding to the lowest possible increase in the cost.

I cut more than \$2.5 million from the City departments' requests and \$3.3 million from the Capital Improvement Program to reduce costs. I will work with the City Council in efforts to avoid adjusting the tax rate.

With several revenue sources expected to slow next year, maintaining existing City services is a real challenge. When the cuts are made and the revenue counted, it may be necessary to restore a little of last summer's tax cut.

Still, a budget always is a work in progress. I look forward to working with you and with the City Council as we come together to adopt a final budget and set our sights on the coming year.

Our parents and grandparents worked hard to make Lincoln a marvelous place. I am honored to have the opportunity to work each day to build an even better community for our children and grandchildren.

Coleen J. Seng, Mayor of Lincoln

PROPERTY TAX FACTS

The City property tax rate has declined regularly since fiscal year 1993-1994. Over the last 11 years, the City property tax rate has decreased 41.1 percent.

The 2002-2003 City property tax rate was 31.4 cents per \$100 of assessed valuation.

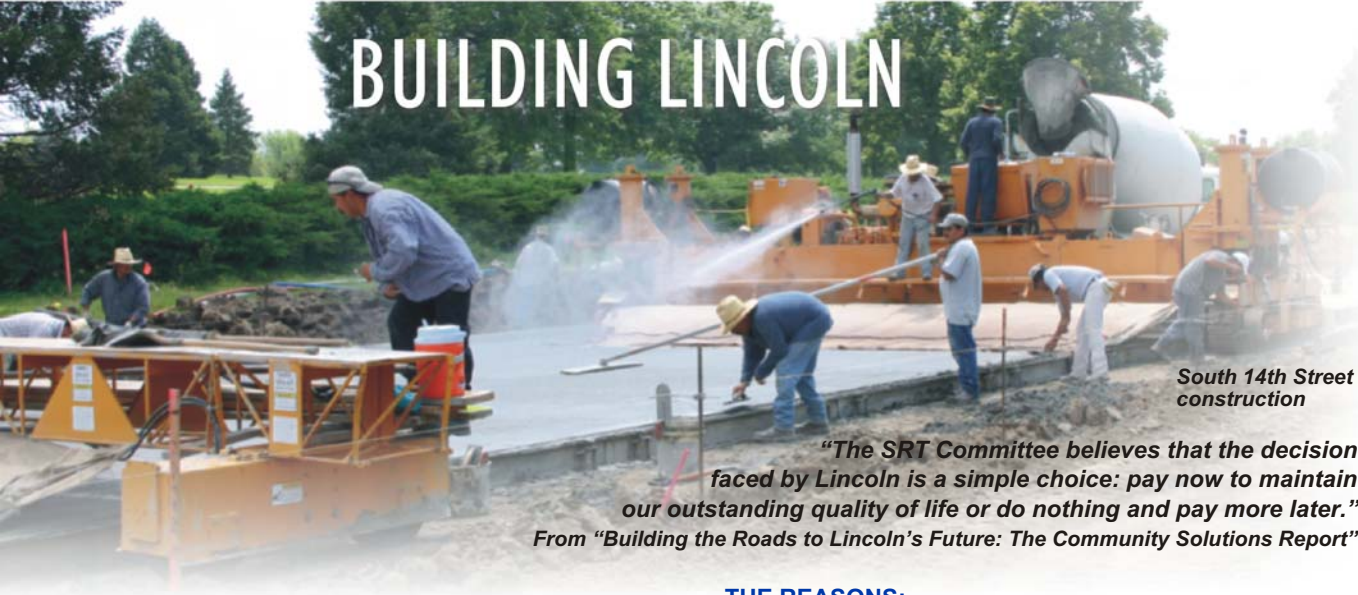
The 2003-2004 City property tax rate was reduced to 29 cents to avoid reaping a revenue windfall from revaluations.

Mayor Seng's budget increases the preliminary City property tax rate 1.1 cent for the operating budget for 2004-2005. The rate increases one-half cent as a result of voter-approved bond issues. The preliminary 2004-2005 City property tax rate would go to 30.6 cents. The rate remains eight-tenths of one cent below the 2002 level.

For the owner of a \$125,000 home, the City tax rate change would mean an increase of \$19.80 for 2004-2005. For a \$75,000 home, the change is \$11.88, and for a \$200,000 home, the change is \$31.68. An individual's total property tax bill will be determined by the budget actions of the other governmental entities. Each property owner's situation will be different.

The City government share of the total property tax for fiscal year 2003-2004 is 14.3 percent. By comparison, the Lincoln Public Schools share is 64.4 percent.

Growth in the property tax base is estimated at 2.5 percent. That includes "real" growth from new construction, improvements, annexations and all other changes in the tax base.



BUILDING LINCOLN

South 14th Street construction

“The SRT Committee believes that the decision faced by Lincoln is a simple choice: pay now to maintain our outstanding quality of life or do nothing and pay more later.”
From “Building the Roads to Lincoln’s Future: The Community Solutions Report”

THE ISSUE:

Lincoln faces an infrastructure funding gap for streets, roads and trails amounting to \$135 million over the next six years.

THE BACKGROUND:

The City began studying infrastructure financing in 2000. After an Infrastructure Financing Committee made its recommendations, the City Council adopted three of the five proposals. Adopted were increased water and wastewater rates and an increased wheel tax schedule.

THE PUBLIC PROCESS:

With a remaining gap in street funding, the Mayor appointed a Streets, Roads and Trails (SRT) Committee to follow up on work done by the previous infrastructure financing group. The committee presented financing options to the public in a series of Community Solutions forums this spring. More than 700 people attended the forums and presentations, and there were thousands of visits to the interactive Web site. Based on that feedback, the committee made its recommendations to the Mayor and City Council.

THE PROPOSALS:

- Adopt the Rural to Urban Transition Streets (RUTS) plan to buy more County right of way at a lower cost for future City roads. Instead of buying just enough right of way to meet rural standards, enough land would be purchased to meet wider City standards. The goal is to prevent traffic delays and eliminate the need to acquire more expensive right of way at a later date to completely rebuild streets, potentially saving millions of taxpayer dollars.
- Present a bond issue for street construction to the voters as soon as possible. The bond issue received the most support of any of the options presented at the community forums. The City Council has placed a \$75 million bond issue on a September 14, 2004 ballot. For the owner of a \$100,000 home, the bond issue would increase the property tax about \$44 per year. A primary reason for having a special election is the concern that interest rates will continue to increase, and the City should act as soon as possible to benefit from the lower interest rates. On July 1, the Federal Reserve increased interest rates for the first time in four years. The City Finance Department has calculated that each additional percent of interest would cost Lincoln taxpayers \$10 million more in interest charges over the life of the 20-year bond. The Lincoln Partnership for Economic Development will pay the extra cost of a special election.
- Continue to investigate new funding options such as a worker tax or gas occupation tax that include contributions from everyone who uses Lincoln streets, including those who work here but live elsewhere.
- Create a Joint Public Transportation Agency that could combine City and County efforts to build roads more efficiently through cooperation.
- Continue to seek changes at the State Legislature to provide more fairness in the distribution of the state gasoline taxes. Lincoln contributes much more than it receives.
- Pursue alternative forms of transportation.

THE REASONS:

In its report, the SRT Committee outlined five major reasons to close the funding gap:

- creating new jobs;
- providing more housing affordability;
- relieving traffic congestion;
- maintaining the quality of emergency services; and
- taking advantage of Lincoln’s triple-A bond rating (see article below) and historic low interest rates.

TOP BOND RATINGS MAKE CITY A GOOD INVESTMENT

Lincoln is one of about 40 cities in the nation to have the highest ratings from the two major bond rating agencies – Moody’s and Standard and Poor’s. The triple-A bond ratings help Lincoln borrow at the lowest possible interest rate. One reason for the City’s high rating is a strong general fund balance. The City follows a formal policy of maintaining a general fund reserve of at least 15 percent over the five-year forecast. Moody’s report cites Lincoln’s stable economy, healthy tax base, population growth, strong financial operations, additional revenue flexibility and low debt burden.

STAFFING CHANGES

All are estimates.

Eliminated tax-funded positions:	-0.8
0.8 Aging specialist	
Added tax-funded, classified positions:	7.8
2 Firefighters	
1 Public Works traffic engineer	
0.7 Public Works watershed engineer	
0.5 Parks coordinator	
1 Parks employee for Community Learning Center	
1 Parks laborer	
0.6 Parks teen center supervisor	
1 Personnel clerk	
Added tax-funded, seasonal workers:	3.3
3.3 Parks part-time positions	

TOTAL TAX-FUNDED POSITIONS: \$412,800

Eliminated non-tax-funded positions:	-5.5
5.5 non-emergency ambulance workers	
(Change made earlier this year)	
Added non-tax-funded, classified positions:	8.1
3 Building and Safety	
4.3 Health	
0.8 Public Works	

NET STAFFING CHANGE

12.9



BALANCING THE BUDGET

Voter-Approved Action

- Interest and principal payments for the storm sewer bonds approved by voters in May 2001 and May 2003: \$555,802.

Proposed Initiatives

PUBLIC SAFETY

- Increase the City contribution to the Police and Fire Pension Fund to bring it closer to the actuarially determined cost: \$300,000.
- Add two firefighters to begin to address staffing concerns on fire apparatus: \$113,000.

PUBLIC WORKS

- City share of funding for Antelope Valley Project construction: \$900,000.
- Funding to comply with federal mandates on storm water runoff: \$260,000.
- Add an engineer in the Watershed Division to work on basin plans, preliminary engineering and urban drainage deficiencies program: \$52,000.
- Add an associate engineer to work on traffic signals: \$44,000.
- Add a safety coordinator at the Water and Wastewater Divisions: \$35,636 (non-tax funds).
- Start a public booster bus route in the Lux Middle School area during peak hours: \$16,946.

PARKS AND RECREATION

- Add laborer, supplies and equipment for maintenance of 3rd and "F" underpass, proposed Jamaica Trail and 3rd and "A" overpass: \$140,000.
- Add staffing and operating costs for Everett/Lakeview and Pershing/Mickle Community Learning Centers: \$88,400 (net).
- Add a part-time position at the new Park Middle School Teen Center for before- and after-school programs: \$37,000.

MISCELLANEOUS

- Increase fuel budget due to higher gasoline prices: \$100,000.
- Increase subsidy for Pershing Auditorium: \$100,000 (total of \$550,000).
- Add funding for possible City Council pay increase following voter approval of a charter amendment in May 2004 election.

Proposed Revenue Changes

- Increase water rates 5 percent: \$1.4 million.
- Increase wastewater rates 7 percent: \$1.3 million.
- Fund sidewalk repair from bond issue instead of the general fund: \$750,000.
- Refinance the capital investment portion of the street light budget: \$600,000 in savings.
- Use excess bond proceeds from the completed 1999 Library and Parks and Recreation bond: \$500,000.
- Increase the 911 surcharge fee 25 cents: \$240,000.
- Increase some Parks and Recreation fees: \$82,900.
- Close Antelope Senior Center: \$35,000 in savings.
- Increase in the occupation tax on liquor licenses: \$31,800.
- Increase public user fees to increase revenue in the Health Department and Aging Services.
- Convert evening hours at Meadowlane Pool to rental use for more efficient pool use.

ANTELOPE VALLEY PROJECT CONTINUES MOVING FORWARD

Two years ago, the Antelope Valley partners planted a tree at the site of a new north-central Lincoln park to mark the beginning of construction on the long-needed Antelope Valley Flood Control Project. On June 24 of this year, the partners – the City of Lincoln, the University of Nebraska - Lincoln and the Lower Platte South Natural Resources District (LPSNRD) – gathered at the same location to officially dedicate the Fleming Fields Recreational Sports Park.

The Antelope Valley Project, developed through a community consensus process, provides a vision to strengthen the core of our City by removing the flooding threat from homes and businesses, improving traffic flow and revitalizing neighborhoods through private investment.

Work has been completed on the Antelope Creek flood control channel from Salt Creek to the railroad tracks along the west side of the Devaney Sports Center. Work has begun on new roadways and bridges over Antelope Creek at Military, "Y" and Vine streets.



Construction northeast of Nebraska Hall at UNL

Improvements to Vine Street include paving, sidewalks, retaining walls, landscaping, a center-turn lane and ornamental lighting. Improvements at the intersection of 27th and Vine include upgraded pavement and traffic signals and longer left-turn lanes.

When the project is completed, Lincoln will have improved flood protection with an open waterway, replacing the outdated 96-year-old buried conduit. The project includes 12 new bridges, 6.2 miles of new roadway, new parks and exciting private development projects.

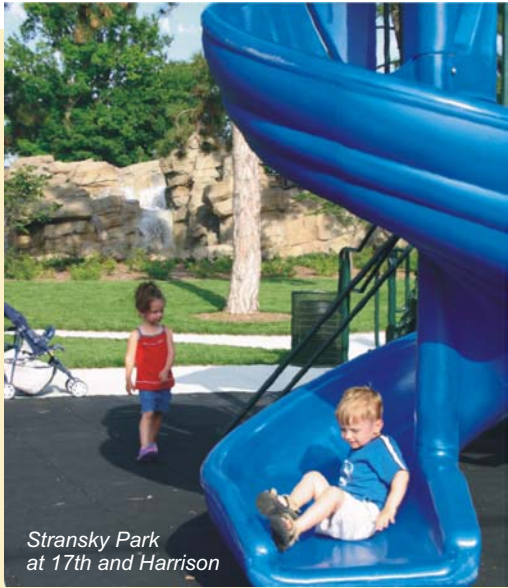
The first phase of the project is scheduled to be completed over a ten-year period and is estimated to cost about \$240 million in 2004 dollars. City funding is supplemented with dollars coming from the federal government, the State of Nebraska, the LPSNRD, the Railroad Transportation Safety District and private sources.

The project's benefits are estimated at \$745.3 million, more than three times the cost.

Some of the benefits include the following:

- Train traffic in the Antelope Valley area now blocks motorists five hours a day. Eliminating these delays with the new roadway and the railroad overpass south of Devaney will have a positive economic impact of about **\$147 million**.
- The U.S. Army Corps of Engineers estimated the project's reduction in the flooding threat to government properties, 961 residential structures and 336 commercial structures at **\$64.3 million**. Savings in flood insurance premiums add another **\$7 million**.
- The main UNL campus will no longer be in a flood plain, which will allow it to expand. That could add **\$235 million** to the Lincoln economy and another **\$67 million** to the state economy.
- The new parks, trails and enhanced property values total more than **\$79 million**.
- Another **\$101 million** is generated in Lincoln by the jobs created by the construction activity and community revitalization. The positive impact to the state is **\$128 million**.

Maps and other information are available on the City Web site at lincoln.ne.gov. Information also can be obtained by leaving a message at the Antelope Valley Hotline at 402-458-5999.



Stransky Park at 17th and Harrison

PROGRESS REPORT

The importance of public safety and emergency preparedness was vividly demonstrated this spring when storms and tornadoes took one life and devastated the village of Hallam, Norris High School and other areas in Lancaster County. City and County departments were very involved in the efforts to take care of the victims and assist with the cleanup. Public health and safety remain top priorities of local government.

With the City crime rate at an 18-year low, efforts continued over the last year to keep Lincoln one of the safest cities in the nation. Twelve new police officers and a 911 dispatch position

- The City completed about 173,000 feet of durable traffic lane line markings.
- An increase to \$1 million for sidewalk repair resulted in nearly 150,000 square feet of work completed - that's seven miles of sidewalk four feet wide.
- New durable crosswalk markings were completed at 31 intersections, and 57 more are scheduled.
- "Countdown" crossing signal heads were installed at three locations near schools, and federal safety funding has been received to install the heads downtown.
- The new bus route to serve the Arnold Heights, Highlands and North Star areas is running at capacity.
- The City received \$1.3 million in federal funds for continuing construction of the Salt Valley Relief Sewer.
- Construction will begin this fall on \$32 million in improvements to the Northeast and Theresa Street treatment facilities to meet new federal standards.
- Work is completed on the Pioneers pumping station and water main to provide increased water pressure and reliability for southwest Lincoln.

The love Lincoln residents have for their parks and trails was demonstrated this past year in a successful campaign to raise \$1.7 million for the first major renovation of the Sunken Gardens in its 74-year history. The Gardens will reopen next year. Some of the funding came from the Lincoln Cares program, which allows Lincoln Electric System customers to donate one dollar a month for parks improvements. In its first year, Lincoln Cares also funded air conditioning at the Ager Indoor Playground and the Bethany Park shelter; restoration of the Four Wars Memorial in Antelope Park; and scholarships for children's programs.

Lincoln's nationally recognized trails system continue to grow. The Highlands Trail was dedicated in October. The City received \$292,000 in state funds for the first phase (Holmes Dog Run to Old Cheney) of the Antelope Creek Trail, which will eventually extend to Highway 2. Planning and fund raising continue for the southern section of the Jamaica North Trail through Wilderness Park. The City acquired the abandoned rail line in 2002, and the trail will eventually extend from Saltillo Road to 4th and "J" streets.

Parks and Recreation welcomed the 29.5-acre Fleming Fields Recreational Sports Park; Stransky, Mendoza and Schleich parks; and the Oak Creek Dog Run. The new playground for McAdams Park will be installed this summer. Improvements nearing completion at Woods Park include a new tennis clubhouse, a sprayground and an addition to the aquatics center. Improvements were completed this spring to the Lincoln Mall, which links two sculptures of Abraham Lincoln - the "Gettysburg Lincoln" at 14th and "The Rail Joiner" at 10th.

Dredging is to be completed next spring at Holmes Lake, and the lake will then be refilled. The restoration project includes two pedestrian bridges to create a loop around the lake, a new fishing pier, fishing jetties and a boat launch facility.

With federal, state and Nebraska Environmental Trust funds, the City purchased property containing eastern saline wetlands near 27th Street and Interstate 80. The Frank Shoemaker Marsh in north Lincoln also contains saline wetlands, and was purchased with state funds. The City partnered with other funders to purchase conservation easements on 179 acres of flood plain south of Wilderness Park. Mayor Seng also signed into law improved flood plain regulations for new growth areas to prevent flooding.

were added. The Fire Department received more than 1.3 million in federal grants for equipment and education. Homeland security funds provided the bomb squad with a robot to handle explosives.

Lincoln also continues to make strides in its effort to become one of the healthiest cities in the nation. A workplace smoking ban was passed by the City Council and signed by the Mayor. A mosquito spraying operation was implemented to help protect the public from the West Nile virus. The People's Health Center received \$700,000 in federal funds for expansion. A local consortium raised funds to buy 12 Automatic External Defibrillators for the community. The Community Health Endowment and the Mayor formed a task force on health care for the homeless.

In addition to progress on Antelope Valley, infrastructure work continues throughout the City:

- Design work is under way on the South Beltway.
- South 14th Street is being widened from Old Cheney to Pine Lake Road. The project includes turn lanes, sidewalks, bike paths and a pedestrian bridge.
- The 84th Street widening project continues from Montello to south of Highway 2. The project, which includes new water mains, is expected to be completed in fall 2005.
- The final phase of the East "O" widening project was completed ahead of schedule, and landscaping will be completed this fall.
- The 3rd and "A" railroad overpass and the "A" Street bridge over Salt Creek opened last fall. The project includes paving, alley improvements, new roads, track removal and a pedestrian underpass at 3rd and "F" streets.
- The City rehabilitated about 3.5 miles of arterial streets and more than 70 blocks of neighborhood streets.
- Work continues on the South Street project from 17th to 27th, which includes a new water main.
- About \$2 million in federal safety funding is being used for the 40th and Sheridan roundabout and improvements at 27th and "O" and 27th and Highway 2.
- Signal timing has been improved on nine major arterials.

Progress Report continued on next page

LINCOLN CITY COUNCIL

555 S. 10th Street, Room 111
Lincoln, NE 68508
Phone: (402) 441-7515
Fax: (402) 441-6533
e-mail: council@lincoln.ne.gov

CITY COUNCIL'S CHANGES TO MAYOR'S RECOMMENDED BUDGET

The City Council's goal was to eliminate any non-voter-approved property tax increase while at the same time enhancing public safety by adding firefighters and police officers. *The changes were approved on a vote of five to two with Cook, McRoy, Newman, Svoboda and Werner voting yes, and Camp and Friendt voting no.*

SUMMARY

City Council total cuts to general fund budget: \$2,077,100
City Council total additions to general fund budget: \$737,600
Non-voter-approved property tax increase before cuts: 3.8%
Non-voter-approved property tax increase after cuts: 0.0%

All changes are tentative pending the public hearing August 9.

MAJOR CUTS

- Alternative irrigation source development
- New Parks positions
- Delay Star City Shores water slide replacement
- Jamaica North Trail new equipment
- Electricity and maintenance for traffic signals and street lights on arterials (transferred to street fund)
- Two StarTran supervisors
- Pershing Auditorium subsidy
- Antelope Valley Trail development and administration (part transferred to general obligation bond)
- Hard surface repairs and paving for Parks
- New Country View Park

MAJOR ADDITIONS

- Four firefighters
- Two police officers
- Restored Aging specialist
- Job training assistance
- StarTran bus drivers
- StarTran low-income bus passes

CUT DETAILS

All departments:

- Copying expenses - \$47,900
- Information services - \$83,100
- New computers - \$19,300
- Various small cuts combined - \$222,800

Finance:

- Replacement chairs - \$6,000
- Living wage enforcement consultant - \$20,000

City Council:

- Travel - \$3,000

Miscellaneous budgets:

- Contingency fund - \$50,000
- Data processing - \$50,000
- Minor building improvements - \$25,000
- Electricity for traffic signals and arterial street lights - \$208,000 (transferred to street fund)
- Maintenance of traffic signals and arterial street lights - \$150,000 (transferred to street fund)
- Pershing Auditorium renovation/subsidy - \$40,000



Front row from left - Ken Svoboda, Vice Chair, At Large; Terry Werner, Chair, At Large; Jon Camp, Southeast District. Back row from left - Glenn Friendt, At Large; Annette McRoy, Northwest District; Jonathan Cook, Southwest District; Patte Newman, Northeast District.

Parks and Recreation:

- Jamaica North Trail equipment and one new position - \$133,000
- New Parks coordinator - \$33,000
- New employees totaling 1.55 FTE - \$25,000
- Delay Star City Shores water slide replacement - \$250,000
- Alternative irrigation source development - \$87,000
- New Country View Park - \$50,000
- Hard surface repairs and paving - \$90,000
- Antelope Valley phase two channel trail development - \$95,000 (transferred to general obligation bond)

Public Works and Utilities:

- Wall panels and chairs - \$10,400
- Two traffic engineering positions, one new - \$102,900 (transferred to street fund)
- Antelope Valley Project manager (part was previously in engineering fund) - \$61,000 (transferred to street fund)
- Two StarTran supervisor positions - \$101,400
- StarTran Lux booster route - \$17,000
- Parking fund travel, security cameras/recorders, etc. - \$43,900
- Antelope Valley administration - \$110,000 (transferred to general obligation bond)

This list includes \$57,600 in cuts to non-general revenue funds.

ADDITION DETAILS

- Fire and Rescue: four firefighters - \$224,600
- Police:
 - two police officers - \$143,000
 - one civilian support position - \$35,000
- Aging: retain existing Aging specialist - \$30,000
- Miscellaneous: job training assistance program for low-income - \$20,000
- Parks and Recreation: increased mowing of medians - \$25,000
- Planning: alternative transportation implementation - \$60,000
- Public Works and Utilities:
 - StarTran bus drivers - \$100,000
 - bus passes for low-income riders - \$100,000

OTHER DETAILS

Public Works:

- Sidewalks - transfer \$750,000 for three years from general obligation bond to street fund
- Downtown bike lanes - include \$250,000 in general obligation bond for voter approval
- Trail bridges - include \$1.5 million in general obligation bond for voter approval

Lincoln's rejuvenated economic development plan marked its first year with a "report card" from AngelouEconomics, which provided analysis for the development of the plan. The team's efforts received high marks for brand and marketing efforts, the business retention and expansion program and the efforts to clarify partner roles. The team's lowest grades were on establishing a large industrial/business park, and options continue to be explored. The Mayor's Initiative on Regulatory Streamlining completed its first year with the implementation of 17 recommendations, and ordinance changes may be proposed in the next year.

MAYOR COLEEN J. SENG

555 S. 10th Street, Room 208
Lincoln, NE 68508
Phone: (402) 441-7511
Fax: (402) 441-7120
e-mail: mayor@lincoln.ne.gov
Economic Development - Darl Naumann
Ombudsman - Lin Quenzer

DEPARTMENTS/DIVISIONS

Affirmative Action

Director Joyce Welsch - 441-3871

Aging Services

Director June Pederson - 441-6157

Building and Safety

Director Mike Merwick - 441-7521

Citizen Information Center

Manager Diane Gonzolas - 441-7375

Finance

Director Don Herz - 441-7411

Fire and Rescue

Chief Mike Spadt - 441-7363

Health

Director Bruce Dart - 441-8000

Human Rights

Director Larry Williams - 441-7624

Law

City Attorney Dana Roper - 441-7281

Library

Director Carol Connor - 441-8500

Parks and Recreation

Director Lynn Johnson - 441-7847

Personnel

Director Don Taute - 441-7517

Planning

Director Marvin Krout - 441-7491

Police

Chief Tom Casady - 441-7204

Public Works and Utilities

Director Allan Abbott - 441-7548

Urban Development

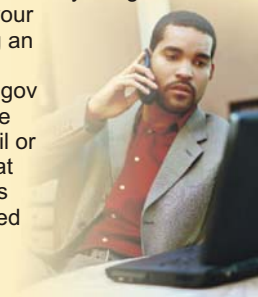
Director Marc Wullschleger - 441-7606

Women's Commission

Director Bonnie Coffey - 441-7716

FEEDBACK

The City of Lincoln wants to hear from you. Do you find this budget publication helpful and informative? From July 31 through August 30, consider calling **441-0731** to leave a message about this publication or your comments on the City budget. You also can express your opinion by sending an e-mail to mayor@lincoln.ne.gov or by contacting the Mayor, City Council or City Departments at the phone numbers and addresses listed on this page.



VISIT lincoln.ne.gov

More than 12,000 individuals use the City-County Web site each day. E-pay services now include animal license renewals, criminal history checks, event parking and payment of parking fines, property taxes and water bills.

*This publication was produced by
Citizen Information Center 7/2004*

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In downtown, the redeveloped Old Federal Building is now open as Federal Place, with commercial space and apartments. The 14-screen Douglas Grand is expected to open this fall. Haymarket Park continues to attract fans, and the ballpark and pedestrian connector received the Mayor's Arts Award for urban design. Another Arts Award winner, the Lincoln Arts Council's successful Tour de Lincoln public art project, helped kick off the 12th Street Arts Corridor.